From: Sam Merlo
To: Sorell Council

Cc: <u>Matt Cocker</u>; <u>Rhiannon West</u>; <u>Darren Dodge</u>

Subject: Hobart Airport representation Sorell Council Draft LPS

Date: Tuesday, 3 August 2021 9:31:39 AM

Attachments: HobartAirport TAS Master CMYK transparency-01-01 e29e155f-ecdb-4652-a526-9f3ef8d0ce43.png

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Hobart Airport submission.pdf

Good morning Caroline,

Please find attached Hobart Airport's submission with comments in relation to the exhibition of the Sorell Council Draft Local Provision Schedule.

Thank you



Sam Merlo

Operations Compliance Coordinator





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28/07/2021

Caroline Lindus Strategic Planner Sorell Council

Dear Caroline,

TASMANIAN PLANNING SCHEME EXHIBITION - SORELL DRAFT LOCAL PROVISION SCHEDULE

We refer to your correspondence dated 1 July 2021 in relation to the public exhibition of the Sorell draft Local Provisions Schedule relating to the Tasmanian Planning Scheme and thank you for the opportunity to provide a response after reviewing the relevant documentation.

Hobart Airport understands the importance of the Sorell Local Provision Schedule (LPS) and support the Sorell Council in their endeavours in ensuring proper control of development in the Sorell community. We welcome the inclusion of an airports code within the LPS to better safeguard the continued operation of Hobart Airport.

In review of the LPS and associated documents, we make the following comments of the content reviewed.

Within the Safeguarding of Airports Overlay Map presented we note:

- Although the Obstacle Limitation Surface (OLS) has been included within the Safeguarding Airports Overlay, there appears to be some slight discrepancies in the location of the OLS on the overlay in the Shark Point Rd/Penna Road intersection area. The transitional gradient surface does not appear to extend far enough to the Northwest.
- 2. The Procedures for Air Navigation Services Aircraft Operations (PANS-OPS) is not included in the Safeguarding Airports Overlay. We understand that the OLS is usually lower than the PANS-OPS, but some areas of the PANS-OPS are located outside of the OLS. It is recommended that the two are compared and the lower of the two surfaces are included in the overlay to ensure that the correct assessment can be made. Hobart Airport provided PANS-OPS data to Sorell Council on the 26/4/2021.
- 3. Due to the segmented mapping, it is difficult to ascertain the extent of noise exposure area contours. We request a complete map of the area covered by the noise exposure area to confirm the accuracy and validity of the contours.

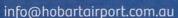
















The key functionality of the Safeguarding Airports Overlay is to trigger the application of the Safeguarding Airports Code, which is a State Planning Provision (SPP) within the Tasmanian Planning Scheme. While HBA understands that Sorell Council cannot amend the SPP as part of the LPS drafting process, we wish to take this opportunity to note that there are a number of items in the SPP and Safeguarding of Airports Code that do not appropriately address the risks to airport operations from uncontrolled development as intended by the National Airports Safeguarding Framework. These are items that we intend to raise with the Tasmanian Planning Authority but would welcome the opportunity to work with Sorell Council directly in the meantime to address any potential issues.

Thank you for the opportunity to provide comment on the Sorell draft Local Provisions Schedule. Hobart Airport would again welcome the opportunity to provide supporting information and work with Sorell Council on any of the items raised in this submission and welcome the significant progress in developing a planning framework that considers the unique operational environment of the airport.

Regards

Matt Cocker

Chief Operating Officer





